

**Subject:** RE: Thanks for The Meeting Last Week

**Date:** Monday, February 28, 2011 3:21:13 PM Pacific Standard Time

**From:** Eric Schmidt

**To:** 'Worden, Simon P. (ARC-D)'

OK thanks will do! Glad it went well..!

**From:** Worden, Simon P. (ARC-D) [mailto:pete.worden@nasa.gov]

**Sent:** Monday, February 28, 2011 12:49 PM

**To:** Eric Schmidt

**Subject:** Thanks for The Meeting Last Week

Hi Eric

Thanks for meeting with me last week. I think the visit by Congressman Issa went reasonably well (it was particularly good to have Congresswoman Eshoo and Congressman Rohrabacher there as well to back up how useful Ames is).

B-5

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

005  
B-6

All the Best

Pete

Subject: [REDACTED]

Date: [REDACTED]

From: [REDACTED]

To: [REDACTED]

CC: [REDACTED]

B-5

From: [REDACTED]

Sent: [REDACTED]

To: [REDACTED]

Cc: [REDACTED]

Subject: [REDACTED]

**Pages 1-5 are withheld in full under exemption B-5**

Subject: [REDACTED]

Date: [REDACTED]

From: [REDACTED]

To: [REDACTED]

CC: [REDACTED]

[REDACTED]

B-6

**Subject:** RE: Congressional Visit Update

**Date:** Tuesday, February 22, 2011 12:10:04 PM Pacific Standard Time

**From:** RUDISEL, CAROLINA. (ARC-D)

**To:** Bradford, Karen C. (ARC-D); Lockyer, Lisa L. (ARC-V); Pagaduan, Terence A. (ARC-V); Christensen, Rosemarie (ARC-D); Feng, Deborah L. (ARC-J); Marlaire, Michael L. (ARC-DT); Berndt, Thomas W. (ARC-DL); Martin, Gary L. (ARC-V); Liang, Ronald J. (ARC-C); Braxton, Lewis S. (ARC-D); Worden, Simon P. (ARC-D); Weston, Alan R. (ARC-P); Hippskind, Roderick S. (ARC-SG); Fluegemann, Philip R. (ARC-D); Duff, Charles W. (ARC-Q); TWITCHELL, KAY L. (ARC-D); Caringello, Tony R. (ARC-JCE)

**CC:** James, Donald G. (ARC-VC); Boyd, John W. (ARC-D)[IPA-ARC]; Wilmoth, Krisstina L. (ARC-D); Agnew, Paul R. (ARC-C); Morse, David R. (ARC-VP); Tu, Eugene L. (ARC-T); Klupar, Peter D. (ARC-R); Zornetzer, Steven F. (ARC-D); Alwyn, James D. (ARC-J)

All,

Please note that the walkthrough is from 3:00-4:30pm today in the committee room. The 1:30pm meeting is strictly to discuss H211 in the Director's Conf Rm (only participants that received a calendar invite should attend.) Please give me a call should you have any questions or concerns.

Thank you,

Carolina Rudisel  
Executive Secretary to the Center Director  
NASA Ames Research Center  
Mail Stop: 200-1A  
Moffett Field, CA 94035-1000  
Tel: 650-604-5062  
Cell: 650-279-2362  
Fax: 650-604-3992

E-mail- carolina.rudisel@nasa.gov

**From:** Bradford, Karen C. (ARC-D)

**Sent:** Monday, February 21, 2011 7:25 PM

**To:** Bradford, Karen C. (ARC-D); Lockyer, Lisa L. (ARC-V); Pagaduan, Terence A. (ARC-V); Christensen, Rosemarie (ARC-D); Feng, Deborah L. (ARC-J); Marlaire, Michael L. (ARC-DT); Berndt, Thomas W. (ARC-DL); Martin, Gary L. (ARC-V); Liang, Ronald J. (ARC-C); Braxton, Lewis S. (ARC-D); Worden, Simon P. (ARC-D); Weston, Alan R. (ARC-P); Hippskind, Roderick S. (ARC-SG); Fluegemann, Phillip R. (ARC-D); Duff, Charles W. (ARC-Q); TWITCHELL, KAY L. (ARC-D); RUDISEL, CAROLINA. (ARC-D); Caringello, Tony R. (ARC-JCE)

**Cc:** James, Donald G. (ARC-VC); Boyd, John W. (ARC-D)[IPA-ARC]; Wilmoth, Krisstina L. (ARC-D); Agnew, Paul R. (ARC-C); Morse, David R. (ARC-VP); Tu, Eugene L. (ARC-T); Klupar, Peter D. (ARC-R); Zornetzer, Steven F. (ARC-D); Alwyn, James D. (ARC-J)

**Subject:** Congressional Visit Update

Good evening,

Getting closer! See updated information sheet attached. NOTE: if not , I truly do not have the information requested for the back up briefing book as listed. If you have sent and I missed, please send again and cc Kay Twitchell. If you have not completed/provided information or have additional comments, please do so by 10:00 am tomorrow so that we can start to assemble book for the afternoon review.

Speaking of the afternoon review, it is tomorrow at 1:30 pm in the J. Boyd Committee Room. Please make sure to attend promptly so that we can do a check to see where we are and what is needed in order to be ready for the visit Wednesday.

Thank you so much for all of the amazing effort and time everyone has provided so far for this visit. Hang in there!

Karen

--

Karen C. Bradford  
Chief of Staff  
Office of the Director  
NASA Ames Research Center  
MS 200-1  
Moffett Field, CA 94035

Work: 650 604 2251  
Cell: 650 793 0928  
[Karen.C.Bradford@NASA.gov](mailto:Karen.C.Bradford@NASA.gov)

**Subject:** RE: Superbus and Kite power  
**Date:** Friday, January 14, 2011 2:34:10 PM Pacific Standard Time  
**From:** Eric Schmidt  
**To:** 'Worden, Simon P. (ARC-D)'

Thank you Pete.. Let me review with our team here at Google. Meanwhile I hope you are doing very well and fully recovered as well !! Eric

**From:** Worden, Simon P. (ARC-D) [mailto:pete.worden@nasa.gov]  
**Sent:** Friday, January 14, 2011 4:19 PM  
**To:** Eric Schmidt  
**Subject:** FW: Superbus and Kite power

Hi Eric

I trust you had a great Holiday and New Year. I'm forwarding some material from Dr. Wubbo Ockels of the Netherlands. Just prior to the Holidays I visited the Netherlands and met with Wubbo. He is a former astronaut (the only Dutch one to date) and an old friend. He's done quite a lot, indeed he is focusing on sustainable energy (mostly wind – not surprising given Dutch windmill technology) and transportation – in particular high speed electric busses. Knowing your interest in these topics I suggested that, if he were to visit (which I understand he intends to do in the next few months) you or others at Google might be interested in hearing from him or having him give a presentation. We will undoubtedly have him present something here at Ames. Let me know if there is any interest and if so who I should work with.

All the Best

Pete

**From:** [REDACTED]  
**Sent:** Wednesday, December 29, 2010 9:52 AM  
**To:** [REDACTED] Worden, Simon P. (ARC-D);  
**Subject:** Superbus and Kite power

Dear [REDACTED] Pete, [REDACTED]

I send you some info on our two major and very visible sustainable projects. Good progress we made with Kite Power, we are basically top of the world with demonstrated 10kW power out of a 25 m2 surf kite ([www.kitepower.eu](http://www.kitepower.eu)) and are close to full automated operation. And please look at <http://www.youtube.com/watch?v=0o3ueyJd9Ug>

The other major project is Superbus, where we also made significant progress ([www.superbusproject.com](http://www.superbusproject.com)) The experimental demonstration vehicle drives magnificent and looks awsum.

For both we look at business opportunities. We have established companies Superbus BV and Laddermill BV.

best regards and very happy new year, [REDACTED]

--

[REDACTED]

B-6



**Pages 1-3 are withheld in full under exemption B-5**

**Pages 1-5 are withheld in full under exemption B-5**

**Subject:** RE: Hi From Pete Worden

**Date:** Monday, February 14, 2011 1:09:52 PM Pacific Standard Time

**From:** Eric Schmidt

**To:** 'Worden, Simon P. (ARC-D)'

Of course I will set up when I'm back in California and looking forward to seeing you

**From:** Worden, Simon P. (ARC-D) [mailto:pete.worden@nasa.gov]

**Sent:** Monday, February 14, 2011 9:01 PM

**To:** Eric Schmidt

**Subject:** Hi From Pete Worden

Hi Eric

Would you have time in the next several weeks to get together and chat about NASA, airfield, joint projects etc.?

Pete

B-5

Subject: [REDACTED]  
Date: [REDACTED]  
From: [REDACTED]  
To: [REDACTED]  
CC: [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: [REDACTED]  
Sent: [REDACTED]  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: [REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

National Aeronautics and Space Administration  
Headquarters  
Washington, DC 20546-0001



July 15, 2011

OLIA/2011-00687:DD:eel

Reply to Attn of:

The Honorable Tom Price, M.D.  
U.S. House of Representatives  
Washington, DC 20515

Dear Congressman Price:

Thank you for your letter on behalf of your constituent, [REDACTED] regarding Google, Inc., and her concern about the company's corporate jet and helicopter presence at Moffett Field, which is located at NASA Ames Research Center.

In 2007, NASA entered into a lease and a reimbursable Space Act Agreement with H211, LLC, a California limited liability company. NASA understands that H211, LLC, is owned or controlled by various individuals, including the founders and Chief Executive Officer of Google, Inc.

NASA has the authority to enter into leases and Space Act Agreements such as the agreements executed with H211, LLC. Under those agreements, and consistent with NASA's authorities, H211, LLC, pays a fair market value rent to lease space and makes contributions to NASA missions. The main criterion to accept aircraft at Moffett Field Airfield is mission alignment with NASA.

One of the H211 planes offers a fairly unique capability to fly from near the Earth's surface to 50,000 feet while making in situ observations and vertical profiles from the surface into the lower stratosphere. The H211 aircraft have supported various science missions, including observations of the Augrid meteor shower, Arctic Sea ice experiments, flights with ozone instrumentation and the "Jules Verne" mission.

Additionally, H211, LLC, pays the Department of Defense an in-plane fee and an excise tax for its fuel. NASA does not provide any fuel to H211, LLC.

We appreciate your interest in this matter, and trust that this information will enable you to respond to [REDACTED] inquiry.

Sincerely,

L. Seth Statler  
Associate Administrator  
for Legislative and Intergovernmental Affairs

B-6

Subject:

Date:

From:

To:

CC:

B-5

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Subject: RE: NEOO proposal (element 1.2) - rapid follow up on 2008 TC3 like event  
Date: Thursday, June 9, 2011 7:18:51 PM Pacific Daylight Time  
From: [REDACTED]  
To: Worden, Simon P. (ARC-D)

Hello Pete,

In a 5-y program, the biggest thing to hit would be 7-m, providing up to 4.7 days warning if detected. More likely will be the impact of a smaller object: 4-m could be out to 2.7 days, 3-m out to 2 days. 2-m out to 1.3 days. In reality, warning times will be less, 2008 TC3 (at 3m) was only 20h, so we need to have all preparations in place to be able to rapidly respond.

Sergey liked the idea when I mentioned this a few years ago. When this NEOO proposal is funded, I am aiming to have a formal effort, where Ames would make some prior arrangements with H211 LLC, and I would have flight planning in place for a range of possible impact locations and warning times, so we lose as little time as possible when an actual impact occurs and an airborne mission is possible.

Please remember to confirm your participation in the proposal team with NSPIRES.  
<https://nspires.nasaprs.com/external/>

[REDACTED]

---

From: Worden, Simon P. (ARC-D)  
Sent: Tuesday, June 07, 2011 5:59 PM  
To: [REDACTED]  
Subject: RE: NEOO proposal (element 1.2) - rapid follow up on 2008 TC3 like event

Ps -- how much advance warning would we get?

Pete

-----Original Message-----

From: [REDACTED]  
Sent: Tuesday, June 07, 2011 3:50 PM  
To: Worden, Simon P. (ARC-D)  
Cc: RUDISEL, CAROLINA. (ARC-D)  
Subject: NEOO proposal (element 1.2) - rapid follow up on 2008 TC3 like event

Hello Pete,

Hope you are doing well. [REDACTED] All the best.

I'm writing to ask if you would like to be a Co-I or collaborator on a proposal I hope to submit to the NEOO program.

I found in the NEOO program call (element 1.2) and opportunity to ask for some funds (more importantly to establish a formal program) to prepare for and observe the next impact of a 2008 TC3-like asteroid in the coming five years.

I have Steve Chesley and Tim Spahr now signed on to provide rapid warning and a team of astronomers that would collect data on the asteroid before impact. I would set up communication lines and prepare for possible search efforts (proposal draft attached).

Chances are this impact will be over the ocean. I'm particularly interested if it would be possible to deploy a Gulfstream V and study the asteroid impact in an airborne campaign. I'm proposing to plan for such an effort to make it feasible. Won't be easy.

Would this sort of campaign have your blessing?

[REDACTED]

[REDACTED]

B-6



**Subject:** Re: Telecom

**Date:** Saturday, July 30, 2011 9:38:12 AM Pacific Daylight Time

**From:** Eric Schmidt

**To:** Worden, Simon P. (ARC-D)

yes can you send me a good phone number? Thanks

On Jul 29, 2011, at 7:56 PM, Worden, Simon P. (ARC-D) wrote:

Hi Eric

Any chance we can find some time on the next few days to touch base on Hanger One Moffett Field etc?

Pete

Sent from my iPhone

**Subject:** Re: EXTERNAL: RE: Possible Joanne Maguire Visit  
**Date:** Wednesday, July 27, 2011 6:50:04 PM Pacific Daylight Time  
**From:** [REDACTED]  
**To:** 'pete.worden@nasa.gov'

Pete: Any status? I have a Board meeting in the morning. Thanks.

[REDACTED]  
-----  
Sent Remotely.

----- Original Message -----

**From:** Worden, Simon P. (ARC-D) [<mailto:pete.worden@nasa.gov>]  
**Sent:** Thursday, July 14, 2011 04:35 PM  
**To:** [REDACTED]  
**Subject:** EXTERNAL: RE: Possible Joanne Maguire Visit

Hi [REDACTED] - I will contact Eric Schmidt and see if they are willing to consider this.

Pete

----- Original Message -----

**From:** [REDACTED]  
**Sent:** Thursday, July 14, 2011 3:30 PM  
**To:** Worden, Simon P. (ARC-D)  
**Subject:** RE: Possible Joanne Maguire Visit  
**Importance:** High

Pete: Hope your [REDACTED]

I have something of a favor to ask. I seem to recall that you have connections to the Google leadership. (Don't they park their "air force" at Moffett? The SJ/SV Chamber of Commerce is having their annual Legends and Leaders Dinner in October, and they are looking for a local company that might be able to provide private jet transportation to/from San Jose for the featured speaker. While we need to keep the name quiet, it is Tom Brokaw, which will be pretty cool.

Do you think the [REDACTED] might be able/willing to do this. Can you help make the necessary contact with them? I am certain that the Chamber would give them appropriate visibility and sponsorship benefits. Thanks.

[REDACTED]  
----- Original Message -----

**From:** Worden, Simon P. (ARC-D) [<mailto:pete.worden@nasa.gov>]  
**Sent:** Tuesday, June 07, 2011 10:32 PM  
**To:** [REDACTED]  
**Subject:** EXTERNAL: Re: Possible Joanne Maguire Visit

Hi [REDACTED]

Unfortunately I will be having [REDACTED] so will be out.

Pete

Sent from my iPhone

**Subject:** FW: FW: Phone Call- Eric Schmidt and Dr. Worden  
**Date:** Wednesday, July 27, 2011 4:04:05 PM Pacific Daylight Time  
**From:** RUDISEL, CAROLINA. (ARC-D)  
**To:** Worden, Simon P. (ARC-D)  
**CC:** Bradford, Karen C. (ARC-D)

Sir,

Mr. Schmidt is travelling again, he was unable to call you on Monday as we originally thought. Please note that they are sending him a note to see if they can find some time for you to talk while he's travelling. Please advise if it is urgent, so I can let them know.

Thank you,

Carolina Rudisel  
Executive Secretary to the Center Director  
NASA Ames Research Center  
Mail Stop: 200-1A  
Moffett Field, CA 94035-1000  
Tel: 650-604-5062  
Cell: 650-279-2362  
Fax: 650-604-3992

E-mail- carolina.rudisel@nasa.gov

**From:** [REDACTED]  
**Sent:** Wednesday, July 27, 2011 4:00 PM  
**To:** RUDISEL, CAROLINA. (ARC-D)  
**Cc:** [REDACTED]  
**Subject:** Re: FW: Phone Call- Eric Schmidt and Dr. Worden

Hi Carolina -

It was nice to talk to you earlier. Just to summarize, yes, we definitely have this call on our list. I'm sorry that it didn't work out for them to chat on Monday. Thanks for letting Dr Worden know that Eric is traveling for a few weeks. We'll let you know if we have a specific window open up for the call - but this will likely be impromptu. Just to keep us on our toes! :)

Thank you!

On Wed, Jul 27, 2011 at 3:20 PM, RUDISEL, CAROLINA. (ARC-D) <carolina.rudisel@nasa.gov> wrote:

Dr. Worden would still like to speak with Mr. Schmidt, can we schedule a time?

Thank you,

Carolina Rudisel  
Executive Secretary to the Center Director  
NASA Ames Research Center  
Mail Stop: 200-1A  
Moffett Field, CA 94035-1000  
Tel: 650-604-5062  
Cell: 650-279-2362  
Fax: 650-604-3992

E-mail- [carolina.rudisel@nasa.gov](mailto:carolina.rudisel@nasa.gov)

From: [REDACTED]  
Sent: Wednesday, July 20, 2011 6:23 PM

To: RUDISEL, CAROLINA. (ARC-D)  
Cc: [REDACTED]  
Subject: Re: FW: Phone Call- Eric Schmidt and Dr. Worden

Sounds good. Thanks!

[REDACTED]

B-6

On Wed, Jul 20, 2011 at 6:15 PM, RUDISEL, CAROLINA. (ARC-D) <[carolina.rudisel@nasa.gov](mailto:carolina.rudisel@nasa.gov)> wrote:

[REDACTED]

Monday afternoon is best. Mr. Schmidt can call my number and I can transfer him (cell reception in our bldg is horrible).

Thank you,

Carolina Rudisel  
Executive Secretary to the Center Director  
NASA Ames Research Center  
Mail Stop: 200-1A  
Moffett Field, CA 94035-1000  
Tel: 650-604-5062  
Cell: 650-279-2362  
Fax: 650-604-3992

E-mail- [carolina.rudisel@nasa.gov](mailto:carolina.rudisel@nasa.gov)

From: [REDACTED]  
Sent: Wednesday, July 20, 2011 6:11 PM  
To: RUDISEL, CAROLINA. (ARC-D)  
Cc: [REDACTED]  
Subject: Re: FW: Phone Call- Eric Schmidt and Dr. Worden

Hi Carolina! Can you please give us the best number at which Eric and reach Dr Worden on Monday?  
Eric will be in the office briefly on Monday and then will be on the road again for a few weeks. Are there times on Monday that are better than others? Eric will probably just call impromptu between meetings.  
Thanks!

[REDACTED]  
[REDACTED]

On Wed, Jul 20, 2011 at 4:49 PM, RUDISEL, CAROLINA. (ARC-D) <[carolina.rudisel@nasa.gov](mailto:carolina.rudisel@nasa.gov)> wrote:

[REDACTED]

Good afternoon, please let me know when it's a good time to call you to schedule a telecon between Mr. Schmidt and Dr. Worden next week per email below.

Thank you,

Carolina Rudisel  
Executive Secretary to the Center Director  
NASA Ames Research Center  
Mail Stop: 200-1A  
Moffett Field, CA 94035-1000  
Tel: 650-604-5062  
Cell: 650-279-2362  
Fax: 650-604-3992

E-mail- [carolina.rudisel@nasa.gov](mailto:carolina.rudisel@nasa.gov)

B-6

From: Schmidt Eric [REDACTED]  
Sent: Wednesday, July 20, 2011 4:36 PM  
To: Worden, Simon P. (ARC-D)  
Cc: RUDISEL, CAROLINA. (ARC-D)  
Subject: Re: Phone Call?

Good ! I'm in singapore this week but will be back on MONday can we chat early next week thanks !!  
On Jul 21, 2011, at 4:57 AM, Worden, Simon P. (ARC-D) wrote:

Hi Eric

If you have some time in the next few days I would like to chat with you about several items including hanger one, very successful use of the alpha jet and some related possibilities, and some concerns I have about NASA and Ames.

Thanks  
Pete Worden

**Subject:** Re: Phone Call?

**Date:** Wednesday, July 20, 2011 4:36:04 PM Pacific Daylight Time

**From:** Schmidt Eric

**To:** Worden, Simon P. (ARC-D)

**CC:** RUDISEL, CAROLINA. (ARC-D)

Good ! I'm in singapore this week but will be back on MONday can we chat early next week thanks !!

On Jul 21, 2011, at 4:57 AM, Worden, Simon P. (ARC-D) wrote:

Hi Eric

If you have some time in the next few days I would like to chat with you about several items including hanger one, very successful use of the alpha jet and some related possibilities, and some concerns I have about NASA and Ames.

Thanks

Pete Worden

**Subject:** Meeting with Dr. Turki this Wednesday PM?  
**Date:** Sunday, July 3, 2011 5:47:22 PM Pacific Daylight Time  
**From:** Jaroux, Bj (ARC-RD)  
**To:** Worden, Simon P. (ARC-D)

Hi Pete,

Dr. Turki called me this afternoon and said that he'll be in the area on Wednesday afternoon.

He will be meeting with Eric Schmidt at 11:30 and would be available to meet with us afterwards.

He had scheduled a meeting at Stanford for 14:00, but he said he could try move it to accommodate your schedule.

So, depending on your availability, he suggested meeting with us either early afternoon (~13:30, before going to Stanford) or late afternoon (~16:00, after his meeting at Stanford.)

Please let me know if you would like to meet with him and I'll coordinate the time with Carolina.

HAPPY 4TH OF JULY!!

BJ



Subject: [REDACTED]

Date: [REDACTED]

From: [REDACTED]

To: [REDACTED]

CC: [REDACTED]

[REDACTED] ex-5

**Subject:** Re: Suggestion

**Date:** Friday, July 15, 2011 9:02:47 AM Pacific Daylight Time

**From:** Warren Gore

**To:** Worden, Simon P. (ARC-D)

**CC:** Hippskind, Roderick S. (ARC-SG), Iraci, Laura T. (ARC-SGG), Sheffner, Edwin J. (ARC-SG)

Peter,

I want to share with you a couple of images from yesterday's Alpha Jet flight with our GHG Sensor. The first one is the Alpha Jet approaching Santa Cruz. And the second one is over San Jose. Our experiment pod is the one with the NASA logo. We will continue in the future with such flight of opportunities.

Thanks,

Warren

On 7/15/11 8:37 AM, Hippskind, Roderick S. (ARC-SG) wrote:

Pete -

Now that we've got a really nice, demonstrated capability on the Alpha Jet, might be a nice opportunity for you to offer to personally show Eric what we've done with their airplane - maybe a short brief on what was accomplished with the Railroad Valley deployment. I'm sure Laura and Warren would be happy to provide technical support.

We did understand from [REDACTED] that he was keeping the principals posted during the mission.

Best,  
Steve

B-6

B-4

Subject:

Date:

From:

To:

CC:

B-5

**Pages 1-17 are withheld in full under exemption B-5**



*Congress of the United States  
House of Representatives  
Washington, D.C. 20515*

*Anna G. Eshoo  
Fourteenth District  
California*

October 26, 2011

The Honorable Charles F. Bolden, Jr., Administrator  
National Aeronautics and Space Administration  
300 E Street S.W.  
Washington, D.C. 20546

Dear Administrator Bolden,

As you know, in March 2010, Navy Secretary Mabus, staff of the Office of Management and Budget (OMB), myself and you, agreed that NASA would move forward with plans to preserve Hangar One. I write today to request an update from you on current agency plans to accomplish this important goal.

Over the last year, I've been briefed on several proposals to re-skin and preserve the Hangar. Many organizations have put forth innovative ideas for the Hangar's use. Of course, it is not an easy task to create a business plan, collaborate with NASA on an appropriate mission-related use, and secure funding. I was recently briefed about a proposal by H211 which I think has great merit and enjoys strong support in the community.

I would appreciate an update on NASA's planned next steps to preserve Hangar One within two weeks. I'd also appreciate knowing who you have assigned to this critical task. Time is of the essence to preserve Hangar One, as the Navy's de-skinning of the historic structure is already underway.

I look forward to your swift reply and I thank you in advance for your cooperation.

Sincerely,

  
Anna G. Eshoo  
Member of Congress

**Pages 1-10 are withheld in full under exemption B-5**

Subject: RE: EXTERNAL: RE: Possible Joanne Maguire Visit  
Date: Monday, October 3, 2011 3:15:53 PM Pacific Daylight Time  
From: [REDACTED]  
To: Worden, Simon P. (ARC-D)  
Priority: High

Pete: Any word on your availability to attend the event on the 13th? We would love to have you join us.

Saw J.D. Crouch and Steve Cambone last week in D.C. Sounds like they had a good visit with you.

[REDACTED]  
-----Original Message-----

From: [REDACTED]  
Sent: Friday, September 09, 2011 12:01 PM  
To: 'Worden, Simon P. (ARC-D)'  
Subject: RE: EXTERNAL: RE: Possible Joanne Maguire Visit

Pete: Thanks for trying. It turns out that the Chamber has "shifted gears" for the dinner, and has decided to feature Captain Mark Kelly as the featured guest speaker. Would you be available to join us at the LM table for the event on October 13? (We should verify legality, but for a community/widely attended event like this, it should be OK.)

In the meantime, would Eric be willing to meet with the new San Jose/Silicon Valley Chamber CEO? I would like to see Google join.

[REDACTED]  
-----Original Message-----

From: Worden, Simon P. (ARC-D) [<mailto:pete.worden@nasa.gov>]  
Sent: Tuesday, August 30, 2011 11:35 AM  
To: [REDACTED]  
Subject: RE: EXTERNAL: RE: Possible Joanne Maguire Visit

Hi [REDACTED]

Finally got in touch with Eric Schmidt -- while he was generally supportive of the Chamber's activities he was reluctant to support specific transportation needs as requested. Sorry it took so long to get back to you.

Pete

-----Original Message-----

From: [REDACTED]  
Sent: Thursday, July 28, 2011 3:05 PM  
To: Worden, Simon P. (ARC-D)  
Subject: RE: EXTERNAL: RE: Possible Joanne Maguire Visit

Let me know if he wants to meet with me and the new Chamber CEO to discuss the event.

Hope you are well. I see you are going to be at [REDACTED] Look forward to seeing you there!

-----Original Message-----

From: Worden, Simon P. (ARC-D) [mailto:[pete.worden@nasa.gov](mailto:pete.worden@nasa.gov)]

Sent: Wednesday, July 27, 2011 8:29 PM

To: [REDACTED]

Subject: Re: EXTERNAL: RE: Possible Joanne Maguire Visit

Having trouble getting through to Eric Schmidt. He's been overseas. Trying to get a telecon with him this week. Will keep you posted

Sent from my iPhone

On Jul 27, 2011, at 6:50 PM, [REDACTED] wrote:

Pete: Any status? I have a Board meeting in the morning. Thanks.

[REDACTED]  
-----  
Sent Remotely.

----- Original Message -----

From: Worden, Simon P. (ARC-D) [mailto:[pete.worden@nasa.gov](mailto:pete.worden@nasa.gov)]

Sent: Thursday, July 14, 2011 04:35 PM

To: [REDACTED]

Subject: EXTERNAL: RE: Possible Joanne Maguire Visit

Hi [REDACTED] I will contact Eric Schmidt and see if they are willing to consider this.

Pete

-----Original Message-----

From: [REDACTED]

Sent: Thursday, July 14, 2011 3:30 PM

To: Worden, Simon P. (ARC-D)

Subject: RE: Possible Joanne Maguire Visit

Importance: High

Pete: Hope you [REDACTED]

I have something of a favor to ask. I seem to recall that you have connections to the Google leadership. (Don't they park their "air force" at Moffett? The SJ/SV Chamber of Commerce is having their annual Legends and Leaders Dinner in October, and they are looking for a local company that might be able to provide private jet transportation to/from San Jose for the featured speaker. While we need to keep the name quiet, it is Tom Brokaw, which will be pretty cool.

Do you think the [REDACTED] might be able/willing to do this. Can you help make the necessary contact with them? I am certain that the Chamber would give them appropriate visibility and sponsorship benefits. Thanks.

[REDACTED]  
-----Original Message-----

From: Worden, Simon P. (ARC-D) [mailto:[pete.worden@nasa.gov](mailto:pete.worden@nasa.gov)]

Sent: Tuesday, June 07, 2011 10:32 PM

To: [REDACTED]

Subject: EXTERNAL: Re: Possible Joanne Maguire Visit

Hi [REDACTED]

Unfortunately I will be having [REDACTED] so will be out.

Pete

Sent from my iPhone

B-6



**Pages 1-3 are withheld in full under exemption B-5**

# **HANGAR ONE SUBCOMMITTEE**

## **Moffett Field Restoration Advisory Board**

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December 9, 2011

Hon. Anna Eshoo  
U.S. House of Representatives  
Washington, DC 20515

Dear Congresswoman Eshoo:

At the December 8, 2011 meeting of the Hangar One Subcommittee of the Moffett Field Restoration Advisory Board, Ken Ambrose of H211 LLC explained his organization's proposal to restore and reuse historic Hangar One, currently the object of a Navy Superfund Removal Action. The Subcommittee voted unanimously to endorse the proposal.

Though we still believe that the restoration of Hangar One is the obligation of the federal government, we urge you and your colleagues in Congress to work to ensure that NASA, the current owner of the hangar, immediately consider the proposal. Any delay is likely to increase the cost of preservation and contribute to the degradation of this magnificent landmark.

It is our understanding that H211 is proposing to pay for and manage the restoration of Hangar One—making it watertight and usable as an aircraft hangar—and to enter into a master lease. Restoration will meet historic preservation standards. Portions of the hangar that it does not use—this is, after all, one of the world's largest freestanding structures—may be available for other uses, such as a museum or educational center.

H211's proposal will not lead to noticeable changes in airfield use, and its activities will remain consistent with H211's Space Act agreement, under which it supports NASA's scientific mission.

Since both Hangar One and the underlying groundwater contain Superfund contaminants, restoration will be consistent with and not interfere with cleanup activities at Moffett Field.

**Subject:** FW: NASA sitting on offer to save Hangar One  
**Date:** Thursday, December 15, 2011 11:56:50 AM Pacific Standard Time  
**From:** Feng, Deborah L. (ARC-J)  
**To:** Worden, Simon P. (ARC-D)  
**CC:** Zornetzer, Steven F. (ARC-D), Agnew, Paul R. (ARC-C)

The latest on the Hangar. I forwarded to Dr. Whitlow already.

-----Original Message-----

**From:** Mewhinney, Michael S. (ARC-VC)  
**Sent:** Thursday, December 15, 2011 9:17 AM  
**To:** ARC-DL-PAO  
**Cc:** Lockyer, Lisa L. (ARC-V); Feng, Deborah L. (ARC-J)  
**Subject:** NASA sitting on offer to save Hangar One

FYI -- The Mountain View Voice published an article (see below) about Hangar One and NASA Headquarters "sitting on an offer to save Hangar One."

Wednesday, December 14, 2011, 1:48 PM

Update: NASA sitting on offer to save Hangar One

Google founders would bankroll new siding, but so far space agency is mum

Congresswoman Anna Eshoo is among those wondering why NASA headquarters is not responding to a proposal from Google's founders that would not only save the biggest historic landmark in the South Bay, it would save NASA \$32.8 million.

While Google's leaders are willing to do what many have wished for years, for two months NASA Headquarters has not responded to the Google founders, or to Congresswoman Eshoo, who has sent NASA administrator Charles Bolden three letters about the proposal since October 26.

"I am extraordinarily disappointed that administrator Bolden has not gotten back to me as a legislative courtesy," Eshoo said, recalling NASA headquarters' promise to work towards saving the hangar a year ago. "This issue is not new to him. It seems to me that the agency should be jumping up and down and embracing the proposal. It takes them completely off the hook." "I think this is a the equivalent of a great gift falling out of heaven right in our laps." Eshoo said. "There is not any other option on the table today to preserve Hangar One."

The proposal to restore and lease the iconic 200-foot-tall structure was publicly announced at Thursday Dec. 8 by Ken Ambrose, director of H211 LLC, which runs a fleet of private jets out of Moffett Field for Google co-founders Larry Page and Sergei Brin, and chairman Eric Schmidt. As its toxic siding is stripped off in a U.S. Navy-led environmental cleanup, Ambrose told a subcommittee of the Moffett Field Restoration Advisory Board that Google's leaders would pay 100 percent of the cost to restore the

hangar and the shell in return for a long-term lease to use it for the Google leaders' eight planes, including two jumbo jets and several Gulfstream jets, which have been based at Moffett since 2007. NASA headquarters finally responded to the proposal on Wednesday in an email to the Voice.

"It would be premature to discuss the merits of the proposal until we have had time to thoroughly review the details," said spokesman Michael Cabbage. "It has not yet been completely vetted. We understand the interest and historic nature of the facility and have to weigh that against the reality of constrained resources and use. We are giving all options thoughtful consideration as we prepare our funding proposal for the Fiscal Year 2013 budget."

"It appears to be the only thing going to save the hangar," said Lenny Siegel, a longtime leader of the effort to save Hangar One, who in the past has questioned the special NASA agreement with H211. "That said, I still believe the federal government should pay for restoration of the hangar."

But even by Eshoo's account, federal money seems unlikely. The White House Office of Management and Budget has taken the financial onus for Hangar One's restoration off the Navy's hands and put it on Hangar One's current owner, NASA. But President Obama's \$32 million budget request to restore the hangar for NASA "was not taken up by Congress and fell by the board," Eshoo said.

The proposal was sharply criticized in an Inspector General's report that said "mission critical" NASA projects would be delayed to restore a building with no proposed use. Ambrose called the current governmental dysfunction that endangers the historic hangar "unfortunate drama." "I feel a real sense of urgency with the bones exposed," Ambrose said of the stripped frame. Whether the \$12 million worth of scaffolding inside of the hangar could be reused to restore the hangar "could be the difference" between it being financially feasible or not, he said.

Eshoo agreed that the restoration needs to begin once the siding is completely removed. "This cannot be massive symbol rising in the heart of Silicon Valley of the incompetence of the federal government," she said. Siegel said he has known about the proposal for several months, but decided to ask Ambrose to pitch the proposal to the public because "things have gotten to the point that NASA headquarters has become uncooperative and the community needs to be heard," Siegel said.

Siegel believes the proposal could be seen as a threat to some in Washington who want to see NASA Ames' Moffett airfield, where Hangar One sits, sold or made surplus by the federal government. There may also be some concern from the White House about the appearance of doing a favor for President Obama's supporters at Google. Ambrose said local NASA officials at Ames Research Center support the proposal, strengthening a partnership that Google has with NASA, which Eshoo also vocally supports. Google's "Planetary Ventures" division is working to organize NASA's archives.

"At Ames everyone we've talked to says, 'That's a great concept,'" Ambrose

said. In a unique agreement that allows use of the federal airfield for personal flights, the Google executives' planes have been stored in Hangar 211 at Moffett since 2007 under a \$1.3 million-a-year lease agreement that allows use of the aircraft for NASA's scientific work. There have been no noise complaints about the planes, Ambrose said.

While supportive and open to the H211 proposal, at the meeting RAB members expressed concerns about whether Hangar One could still be shared with public uses. Preservationists seemed less concerned that Google's leaders were interested in working with the community for an environmentally sensitive restoration, later saying in a letter to NASA that "restoration will meet historic preservation standards" under the H211 plan. Ambrose confirmed that Google's leaders aren't interested in painting a large Google sign on the side. Inside Hangar One, Ambrose said Google's proposed use is "not incompatible" with other uses that could share one of the world's largest freestanding structures.

Other potential uses include the Moffett Field History Museum and the major air and space museum that preservationists (who are also RAB members) have proposed under the Air and Space West Foundation. In its letter to NASA headquarters, the RAB subcommittee writes, "We believe that our neighbors, residents of the South Bay Area from all political perspectives, will not hesitate to support the H211 offer enthusiastically."

Find this article at:

[http://mv-voice.com/news/show\\_story.php?story\\_id=5063](http://mv-voice.com/news/show_story.php?story_id=5063)

Michael Mewhinney  
News Chief  
NASA Ames Research Center  
Mail Stop 204-14  
Moffett Field, Calif. 94035-1000  
work: (650) 604-3937  
cell: (650) 207-1323  
fax: (650) 604-0688  
[Michael.S.Mewhinney@nasa.gov](mailto:Michael.S.Mewhinney@nasa.gov)

**Subject:** OLIA facilities update

**Date:** Monday, April 2, 2012 12:47:39 PM Pacific Daylight Time

**From:** Lockyer, Lisa L. (ARC-V)

**To:** Braxton, Lewis S. (ARC-D), Feng, Deborah L. (ARC-J)

**CC:** Worden, Simon P. (ARC-D)

Just for you all:

Spoke with HQ OLIA. Apparently the big buzz late last week was over Santa Su. There was a public outreach meeting last Tuesday that was attended by very strong and vocal folks with very negative comments about the excess. It was so bad that Sen Boxer (who has been opposing the excess) called Bolden.

Hangar 1 update is that Chairman Issa's staff has been pushing very hard for an update on H211 and the Hangar. HQ is going to meet with him on April 18. (It was put off because he is on reserve duty now.) Issa is going to invite staff from other offices as well. HQ is nervous that there really isn't much to tell him right now, especially as it relates specifically to H211.

**Pages 1-2 are withheld in full under exemption B-5**

**Subject:** How Google Execs Get Flying Privileges at NASA Ames  
**Date:** Monday, May 7, 2012 4:38:06 AM Pacific Daylight Time  
**From:** Keith Cowing  
**To:** Pete Worden, John (ARC-VC) Yembrick  
**CC:** Keith Cowing

This is just getting described the wrong way. When each of these science flights take off, post that notice to a web page, have a live track webpage, have the team post Twitter updates, have a Facebook page. Get the media in that cockpit on a regular basis. List the Pls, purpose of the experiment, photos of crew in action, etc. This lack of transparency simply serves to create the air of mystery ....

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How Google Execs Get Flying Privileges at NASA Ames  
<http://www.nbcchicago.com/news/tech/150386125.html>

Ken Ambrose is the Executive Director and Vice President of H211. He usually shies away from the spotlight. In fact, this is the first time he allowed TV news cameras in the cockpit as he flew a scientific mission for NASA, measuring ozone and greenhouse gases. But science is just one component of H211's mission here.....

... Ken Ambrose says he's flown more than 80 such flights in that jet. But what about the other planes kept in this hangar? Are they flying scientific missions?

NASA tells us all the H211 planes, 6 of them including a 757, 767, and several gulfstreams, all of them total have flown 52 science flights since the agreement was signed in 2007. We analyzed flight tracking data (.xlsx file) and found at least 1,039 flights that match H211's profile in and out of Moffett Field. We did the math. That works out to only about one in 20 flights, only 5% of all H211 flights out of Moffett Field are flown on science missions. Stock asked Fena, "This isn't just an excuse to allow Google and H211 to fly their planes?"

"No, No," Fena answered. "We'd be in trouble if it were."

Those H211 jets have been spotted all over the world, places like St. Marteen, Italy, Cyprus, Beijing, and Ireland.

Paul Asmus runs a charity named HAL, Humanitarian Air Logistics. He's been trying to use NASA Ames to fly relief missions for his charity out of Moffett Field for years. He says, "They're supposed to treat everybody equally, but in reality it doesn't seem to be that way."Y



**Subject:** Re: How Google Execs Get Flying Privileges at NASA Ames  
**Date:** Monday, May 7, 2012 9:07:24 AM Pacific Daylight Time  
**From:** Keith Cowing  
**To:** Yembrick, John (ARC-VC)  
**CC:** Keith Cowing, Worden, Simon P. (ARC-D)

They are never going to contact you in advance. I don't do that when I do a slam piece - only after I have what I think to be the story do I contact the affected party.

Since they seem to have not seen or take your points, that means your strategy really did not work. Sorry. The article speaks for itself.

If you could point to a website that contains the things I suggested (the experiment, blogs, pictures, etc), then yes, I think you could make a point that there is more to this than Google boy party jets. I cannot find a blessed thing online about this "research" that they do -- ergo absence = there is none.

I have nothing with which to take their article, highlight its errors and point to the science that they missed. So, they win.

Have a media day where everyone meets the pilots, sees the instruments, etc. Take the bull by the horns.

Also mention the Airship Ventures/Exobiology meteorite thing as well.

On May 7, 2012, at 11:34 AM, Yembrick, John (ARC-VC) wrote:

Do you really think that would have changed NBC's story, which was prewritten before they even contacted us? I think we did an OK job of getting some of our points out there, but they were obviously selective in what they included in their story. While the Alpha Jet and science flights are an element to this story, the real point is that H211 is a tenant at Moffett Field, as are 90 other companies. If you try to justify the lease with the Alpha Jet, it doesn't work. H211 flies a lot more flights than Alpha Jet, and that's OK. They're a tenant and have a lease to use the airfield.

HAL has no capital and no planes, at least not when they contacted us last, yet reporters keep quoting this guy as a case of unfairness. It's kind of hard to fly relief missions with no planes in their fleet. What would be nice is if NBC had done a little research on HAL before using them as a credible source.

-----Original Message-----

From: Keith Cowing [mailto:[kcowing@spaceref.com](mailto:kcowing@spaceref.com)]  
Sent: Monday, May 07, 2012 4:38 AM  
To: Worden, Simon P. (ARC-D); Yembrick, John (ARC-VC)  
Cc: Keith Cowing

Subject: How Google Execs Get Flying Privileges at NASA Ames

This is just getting described the wrong way. When each of these science flights take off, post that notice to a web page, have a live track webpage, have the team post Twitter updates, have a Facebook page. Get the media in that cockpit on a regular basis. List the PIs, purpose of the experiment, photos of crew in action, etc. This lack of transparency simply serves to create the air of mystery ....

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**Subject:** Re: FYI - Statement on Grassley letter

**Date:** Wednesday, May 16, 2012 11:04:29 AM Pacific Daylight Time

**From:** Blake, Carolina M. (ARC-V)

**To:** Worden, Simon P. (ARC-D)

**CC:** Yembrick, John (ARC-VC), Braxton, Lewis S. (ARC-D), Feng, Deborah L. (ARC-D), Bradford, Karen C. (ARC-D), Lockyer, Lisa L. (ARC-V), James, Donald G. (ARC-V), RUDISEL, CAROLINA. (ARC-D)

This morning at the SAA meeting at Langley that Karen and I attended via telecom, Woodrow used the congressional request on the Google H211 as an example of an agreement that was done correctly and indicated that neither him nor Charlie are worried about this particular Congressional request.

Carolina

Carolina's BlakePad.  
Please excuse the typos

On May 16, 2012, at 10:49 AM, "Worden, Simon P. (ARC-D)" <[pete.worden@nasa.gov](mailto:pete.worden@nasa.gov)> wrote:

That's good

Sent from my iPhone

On May 16, 2012, at 10:46 AM, "Yembrick, John (ARC-VC)" <[john.yembrick-1@nasa.gov](mailto:john.yembrick-1@nasa.gov)> wrote:

Just an FYI – Until we have formally responded to the Grassley letter, here is the HQ approved statement we will use for any media inquires on the letter; it tracks with our previous public statements on the Ames-Google arrangement:

NASA is always looking for public-private partnerships that advance our core mission and reduce costs for the taxpayers. The arrangement at our Ames Research Facility supports NASA's scientific research, and we look forward to responding to the Senator's questions.

Thanks, and please let me know if you have any questions. I'm traveling today, but will try and respond as quickly as possible.

John

**Subject:** FW: Questions from Senate Appropriations Subcommittee Staff.doc

**Date:** Wednesday, May 16, 2012 3:07:05 PM Pacific Daylight Time

**From:** Lockyer, Lisa L. (ARC-V)

**To:** Braxton, Lewis S. (ARC-D), Feng, Deborah L. (ARC-D)

**CC:** Worden, Simon P. (ARC-D)

**Priority:** High

Here are the questions from approps that HQ told us to expect. While they relate to H211, they are substantively different. Lisa

---

**From:** Murphy, Kathleen (HQ-VA030)

**Sent:** Wednesday, May 16, 2012 2:56 PM

**To:** Lockyer, Lisa L. (ARC-V)

**Cc:** Flaherty, Christopher J. (HQ-VA030)

**Subject:** FW: Questions from Senate Appropriations Subcommittee Staff.doc

**Importance:** High

Lisa – Mary D has received the attached questions – closely related to the Grassley questions you are working – from Senate approps staff. She's asked me to forward them to you for response in conjunction with those you are already working. She's asked for the responses to these to be completed at the same time the Ames responses to Grassley are completed.

Thanks,

Kathleen

HQ OLIA (202) 358-0797

Questions from Senate Appropriations Subcommittee Staff:

1. Provide NASA's procedure for clearing passengers for the planes owned by companies associated with Google onto Ames grounds and if/how they differ from clearing other visitors to Ames? I cannot just walk inside the fence at a NASA center at any time without being cleared in - I would assume that applies to passengers on these planes.
2. Provide the number of international arrivals at Moffett Field since the agreements with have been put into place. Also provide the number of times customs has had to come to Ames in order to clear arrivals and the associated costs for this service since this is not an airport with regular a TSA or Customs presence.
3. Have any of these planes flown a mission solely at NASA's request? If so, provide the number of flights that were solely done for NASA's benefit, the cost of each individual flight, and the program charged for the cost.

# THE HILL



## Holding company exec to Grassley: Not Google's planes

By Andrew Feinberg -

An executive of the holding company owned by Google executives that leases a hangar at a government airfield responded on Wednesday to questions from Sen. Chuck Grassley (R-Iowa), saying Google has nothing to do with the aircraft in question.

Ken Ambrose, vice president of H211, the holding company owned by Google executives Larry Page and Sergei Brin that owns several aircraft stored at California's Moffett Airfield, a former naval air station now operated by NASA, told Grassley in a letter that "these are not Google corporate aircraft. They are privately owned and operated by principal executives of the company."

Grassley had written to NASA Administrator Charles Bolden, inquiring about "troubling allegations" regarding the fleet of aircraft owned by Google executives at the airfield.

Ambrose also tells Grassley that H211 pays "above market rent" for the hangar at Moffett, and that the company has operated more than 150 scientific flights for NASA. A Google spokesman told The Hill that the aircraft are fitted with NASA equipment for these flights.

Ambrose responded to concerns that the Google executives are purchasing fuel at a reduced price by telling him that the only fuel available at the field is controlled by a Defense Department contractor, "so that is the fuel we use."

"At lease inception, we were advised of a plan to locate a full service Fixed Base Operator on the field which could sell services and fuel for our aircraft. NASA did not proceed with this plan, so we had to purchase our own fuel truck to support our 24/7 flight operations," he said.

Ambrose also told Grassley that House Oversight Committee Chairman Darrell Issa (R-Calif.) has visited the field and has been briefed on the relationship.

Source:

<http://thehill.com/blogs/hillicon-valley/technology/227795-holding-company-exec-to-grassley-not-googles-planes>



**Pages 1-2 are withheld in full because they are out of  
scope (OOS)**

**Subject:** FW: Support Letter from SVLG, Joint Venture and Bay Area Council

**Date:** Wednesday, May 23, 2012 12:24:05 PM Pacific Daylight Time

**From:** Lockyer, Lisa L. (ARC-V)

**To:** Worden, Simon P. (ARC-D)

I believe Rep Eshoo plans on hand delivering this letter today.

Lisa

May 22, 2012

The Honorable Barack Obama  
President of the United States  
1600 Pennsylvania Avenue  
Washington, D.C. 20510

Dear Mr. President Obama,

On behalf of the Silicon Valley Leadership Group, Joint Venture and the Bay Area Council, we write to underscore our support of retaining NASA Ames Moffett Federal Airfield and Hangar One under NASA management both as a key national security asset, disaster response center and as a center for scientific innovation and education.

We strongly oppose any Obama Administration effort to excess NASA's current management of Moffett Federal Airfield and Hangar One to GSA or any other agency. The very vitality and future of NASA Ames as a Center is at risk.

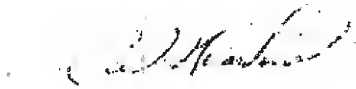
Ames' use of the Airfield includes key missions related to our national security, new innovative frontiers like green aviation and other technology programs, and because of the enhanced use lease programs, Ames has also built strategic partnerships with organizations and businesses that depend on this successful collaboration. These collaborations form a public-private innovation ecosystem unlike anywhere else in the world. With these partnerships we've furthered our nation's understanding and progress in space and aeronautics, and the Airfield is an essential component to future innovation. We believe NASA's strong and dynamic partnerships at Moffett Federal Airfield are important not just to the Agency, but to the entire country.

The Administration should not want to end the public-private partnerships and significant innovative science-based collaborations currently taking place. These exist because of the national asset of a secured Federal Airfield. Some are already talking about litigation and the jobs that will be lost, as well as the future partnerships that will end. H211's proposal of \$40 million to restore Hangar One will vanish. It will not be reused for new science-based collaborations despite the \$25 million the U.S. Navy has already spent to eliminate the environmental risk.

Furthermore, these partners contribute financially to NASA's maintenance of the Airfield, so there is virtually no impact on the Agency's budget. In fact, there is nothing preventing NASA from pursuing future space-related partnerships that build on the successful collaborations in place today.

NASA Ames and its Moffett Field and Hangar One comprise a vibrant part of the Silicon Valley innovation ecosystem. An economic benefits study from 2010 found that this innovative center supports more than 8,400 jobs and generates \$1.3 billion in annual economic activity. Finding ways to reproduce this successful model should be a national top priority. And at a time when it's imperative that we focus on ways to foster entrepreneurship, new innovation and create jobs, we strongly urge the Administration to lean forward and embrace good government.

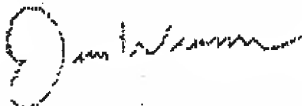
Sincerely,



Carl Guardino, President and CEO, Silicon Valley Leadership Group



Russell Hancock, President and CEO, Joint Venture



Jim Wunderman, President and CEO, Bay Area Council

cc: The Honorable Charlie Bolden, NASA Administrator  
Mountain View Council

The Honorable Leon Panetta, Secretary of Defense

The Honorable Michael Kasperzak, Mayor, City of  
Members, Mountain View City

The Honorable Michael Donley, Secretary of the Air Force  
The Honorable Jeffrey Zients, Acting Director OMB  
The Honorable Senator Dianne Feinstein  
The Honorable Senator Barbara Boxer

Wing

Members, Bay Area Congressional Delegation

The Honorable Tony Spitaleri, Mayor, City of Sunnyvale  
Members, Sunnyvale City Council  
Mr. Pete Worden, Director, NASA Ames  
Mr. Steven Butow, Colonel, U.S. Air Force 129 Rescue



May 22, 2012

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President of the United States  
1600 Pennsylvania Avenue  
Washington, D.C. 20510

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Sincerely,

Carl Guardino, President and CEO, Silicon Valley Leadership Group

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The Honorable Jeffrey Zients, Acting Director OMB  
The Honorable Senator Dianne Feinstein  
The Honorable Senator Barbara Boxer  
Members Bay Area Congressional Delegation

The Honorable Michael Kasperzak, Mayor, City of Mountain View  
Members, Mountain View City Council  
The Honorable Tony Spitaleri, Mayor, City of Sunnyvale  
Members, Sunnyvale City Council  
Mr. Pete Worden, Director, NASA Ames  
Mr. Steven Butow, Colonel, U.S. Air Force 129 Rescue Wing

**Subject:** AJAX Flight 50 Report

**Date:** Tuesday, June 26, 2012 6:17:47 PM Pacific Daylight Time

**From:** Laura Iraci

**To:** DEBORAH LEE FENG, Michael D Bicay, Carol Carroll, Chuck Duff, Pete.Worden@nasa.gov, LEWIS S G BRAXTON, STEVEN F ZORNETZER

**CC:** Iraci, Laura

All,

AJAX Flight 50 has returned very nice vertical profiles of carbon dioxide and methane over the NV desert. Attached are a quick-look data plot and the flight report.

Many thanks go to our instrument team and the H211 pilots and crew. It's been great fun for me to work with such a committed and diverse team, and I am looking forward to the next 50 flights!

We've got three more flights in this Summer Intensive supporting JAXA and NASA satellite cal/val and algorithm development, so keep an eye on our twitter updates: @NASAAJAX.

cheers,  
-Laura

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Dr. Laura T. Iraci  
NASA Ames Research Center  
Mail Stop 245-5  
Moffett Field, CA 94035  
ph: 650-604-0129  
fx: 650-604-3625  
[laura.t.iraci@nasa.gov](mailto:laura.t.iraci@nasa.gov)

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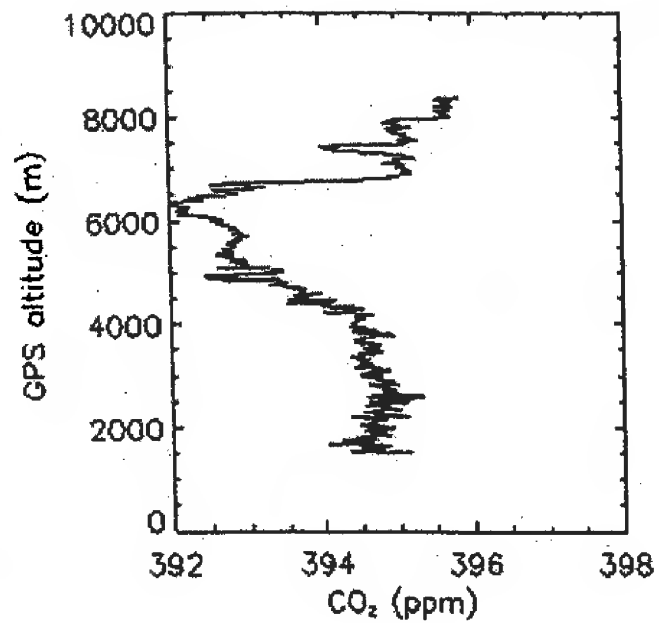
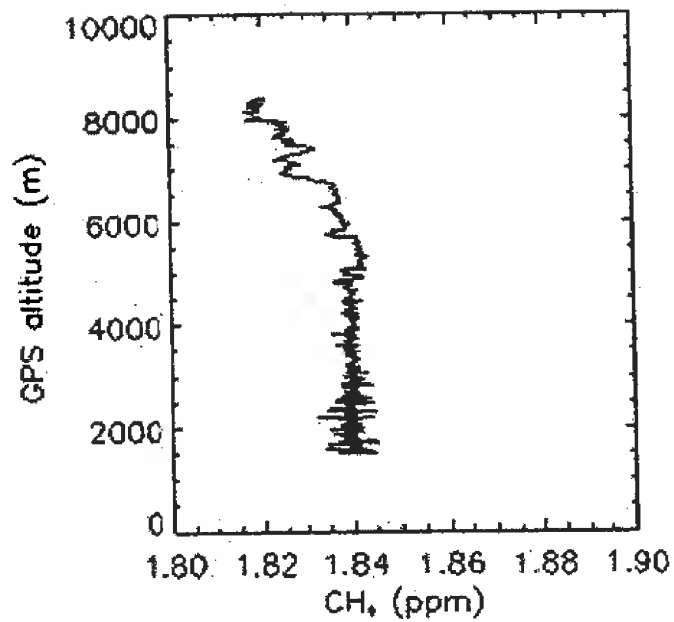
## AJAX Flight Report

<b>Flight Number</b>	50
<b>Flight Date</b>	2012 June 26, Tuesday
<b>Flight Goals</b>	GHG Profile at RRV, coincident with GOSAT overpass (path 37, 21:18 UT)
<b>Operating Site(s) From / Targets</b>	KNUQ /RRV / KNUQ
<b>Take Off Time</b>	20:17:40 UT (1:17 pm local PDT)
<b>Landing Time</b>	22:26:05 UT
<b>Total Flight Time</b>	2 hr 8 min
<b>1<sup>st</sup> Profile start</b>	21:10:30 at 27 kft
<b>1<sup>st</sup> Profile end</b>	21:30:30
<b>Pilot / Backseat</b>	<span style="background-color: black; color: black;">[REDACTED]</span> B-4, B-6
<b>Flight Scientist</b>	Jovan Tadic
<b>Ground Controller</b>	Laura Iraci
<b>Backseater's Comments:</b>	sky clear, visibility unrestricted, light turbulence out of 9K
<b>Meteorological Summary</b>	Upper level low in the Pacific NW exiting to the Northeast. Surface cold front passed to the East of RRV. Dry troposphere over RRV.
<b>Nav Data Outcome</b>	nominal operation
<b>Ozone Outcome:</b>	Not good news: the O3 data file from the flight is showing as being present but does not open properly. It is highly probable that we will not have O3 data for this flight.
<b>GHG Sensor Outcome</b>	Results from today are much better. By decreasing the descending speed the noise was lowered by the factor of two, and both CO <sub>2</sub> and CH <sub>4</sub> profiles look smoother.
<b>UT Conversion</b>	UT minus 7 hrs
<b>Summary</b>	Carbon dioxide and methane profiles look great – less noise when descent rate is slower. Ozone failed to record data properly.

**SUBMITTED BY:** L. T. Iraci

**DATE:** 26 June 2012

26/06/2012 RRV playa spiral



**Pages 1-3 are withheld in full under exemption B-5**



**Subject:** RE: How Google Execs Get Flying Privileges at NASA Ames

**Date:** Monday, May 7, 2012 8:34:41 AM Pacific Daylight Time

**From:** Yembrick, John (ARC-VC)

**To:** Keith Cowing

**CC:** Worden, Simon P. (ARC-D)

Do you really think that would have changed NBC's story, which was prewritten before they even contacted us? I think we did an OK job of getting some of our points out there, but they were obviously selective in what they included in their story. While the Alpha Jet and science flights are an element to this story, the real point is that H211 is a tenant at Moffett Field, as are 90 other companies. If you try to justify the lease with the Alpha Jet, it doesn't work. H211 flies a lot more flights than Alpha Jet, and that's OK. They're a tenant and have a lease to use the airfield.

HAL has no capital and no planes, at least not when they contacted us last, yet reporters keep quoting this guy as a case of unfairness. It's kind of hard to fly relief missions with no planes in their fleet. What would be nice is if NBC had done a little research on HAL before using them as a creditable source.

-----Original Message-----

**From:** Keith Cowing [<mailto:kcowing@spaceref.com>]

**Sent:** Monday, May 07, 2012 4:38 AM

**To:** Worden, Simon P. (ARC-D); Yembrick, John (ARC-VC)

**Cc:** Keith Cowing

**Subject:** How Google Execs Get Flying Privileges at NASA Ames

This is just getting described the wrong way. When each of these science flights take off, post that notice to a web page, have a live track webpage, have the team post Twitter updates, have a Facebook page. Get the media in that cockpit on a regular basis. List the PIs, purpose of the experiment, photos of crew in action, etc. This lack of transparency simply serves to create the air of mystery ....

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How Google Execs Get Flying Privileges at NASA Ames  
<http://www.nbcchicago.com/news/tech/150386125.html>

Ken Ambrose is the Executive Director and Vice President of H211. He usually shies away from the spotlight. In fact, this is the first time he allowed TV news cameras in the cockpit as he flew a scientific mission for NASA, measuring ozone and greenhouse gases. But science is just one component of H211's mission here.....

... Ken Ambrose says he's flown more than 80 such flights in that jet. But what about the other planes kept in this hangar? Are they flying scientific missions?

NASA tells us all the H211 planes, 6 of them including a 757, 767, and several gulfstreams, all of them total have flown 52 science flights since the agreement was signed in 2007. We analyzed flight tracking data (.xlsx file) and found at least 1,039 flights that match H211's profile in and out of Moffett Field. We did the math. That works out to only about one in 20 flights, only 5% of all H211 flights out of Moffet Field are flown on science missions. Stock asked Fena, "This isn't just an excuse to allow Google and H211 to fly their planes?"

"No, No," Fena answered. "We'd be in trouble if it were."

Those H211 jets have been spotted all over the world, places like St. Marteen, Italy, Cyprus, Beijing, and Ireland.

Paul Asmus runs a charity named HAL, Humanitarian Air Logistics. He's been trying to use NASA Ames to fly relief

missions for his charity out of Moffett Field for years. He says, "They're supposed to treat everybody equally, but in reality it doesn't seem to be that way."Y

**Pages 1-8 are withheld in full under exemption B-5**

**Subject:** H211 SAA flights

**Date:** Friday, July 27, 2012 9:06:26 AM Pacific Daylight Time

**From:** [REDACTED]

**To:** Worden, Simon P. (ARC-D)

**CC:** Braxton, Lewis S. (ARC-D)

FYI

B-4,  
B-6

----- Forwarded message -----

**From:** [REDACTED]

**Date:** Fri, Jul 27, 2012 at 9:05 AM

**Subject:** H211 SAA flights

**To:** [richard.schlatter-1@nasa.gov](mailto:richard.schlatter-1@nasa.gov)

**Cc:** Deb Feng <[Deb.Feng@nasa.gov](mailto:Deb.Feng@nasa.gov)>, Roy Williams <[Roy.A.Williams@nasa.gov](mailto:Roy.A.Williams@nasa.gov)>, "Warren J. (ARC-SGG) Gore" <[Warren.Gore@nasa.gov](mailto:Warren.Gore@nasa.gov)>, Laura Iraci <[Laura.T.Iraci@nasa.gov](mailto:Laura.T.Iraci@nasa.gov)>

Cub,

During the IAOP at Moffett, it was suggested that your office be better informed of the SAA flying that H211 is accomplishing for NASA. Attached is a summary report for 2011 and YTD 2012, specifying "M" for data missions and "MS" for mission support flights including training and testing. Costs are based on current market rates for Alpha Jet deployment, although our internal costs are somewhat higher.

Please let me know how often you would like to receive this information.

Regards,  
[REDACTED]

# ALJAX (H211-NASA) Activity Report

For Calendar Year 2011

	"M" Missions	"M" Hours	"MS" Missions	"MS" Hours	Mission Cost*
January	1	1.4	3	3.5	\$22,050.00
February	3	5.0	0	0.0	\$22,500.00
March	3	5.4	1	1.1	\$29,250.00
April	2	3.8	3	2.2	\$27,000.00
May	2	3.5	4	3.7	\$32,400.00
June	8	14.1	1	0.3	\$64,800.00
July	3	4.4	2	2.7	\$31,950.00
August	2	3.9	5	3.5	\$33,300.00
September	0	0.0	3	2.7	\$12,150.00
October	0	0.0	1	0.7	\$3,150.00
November	0	0.0	1	1.2	\$5,400.00
December	0	0.0	4	5.5	\$24,750.00
Total	24	41.5	28	27.1	\$308,700.00

## Quarterly Breakdown

	"M" Missions	"M" Hours	"MS" Missions	"MS" Hours	Mission Cost*
Q1 Cal. 2011	7	11.8	4	4.6	\$73,800.00
Q2 Cal. 2011	12	21.4	8	6.2	\$124,200.00
Q3 Cal. 2011	5	8.3	10	8.9	\$77,400.00
Q4 Cal. 2011	0	0.0	33	33.8	\$33,300.00

\* Based on  
Cost/Fth Hr

\$4,500.00

Prepared:  
Friday, July 27, 2012

# AJAX (H211-NASA) Activity Report

For Calendar Year 2012

	"M" Missions	"M" Hours	"MS" Missions	"MS" Hours	Mission Cost*
January	1	2.1	7	5.8	\$35,550.00
February	1	2.1	6	8.0	\$45,450.00
March	5	6.7	0	0.0	\$30,150.00
April	3	5.6	4	5.1	\$48,150.00
May	4	7.6	2	2.0	\$43,200.00
June	5	10.3	3	1.7	\$54,000.00
July	5	10.5	0	0.0	\$47,250.00
August	0	0.0	0	0.0	\$0.00
September	0	0.0	0	0.0	\$0.00
October	0	0.0	0	0.0	\$0.00
November	0	0.0	0	0.0	\$0.00
December	0	0.0	0	0.0	\$0.00
Total	24	44.9	22	22.6	\$303,750.00

## Quarterly Breakdown

	"M" Missions	"M" Hours	"MS" Missions	"MS" Hours	Mission Cost*
Q1 Cal. 2012	7	10.9	13	13.8	\$111,150.00
Q2 Cal. 2012	12	23.5	9	8.8	\$145,350.00
Q3 Cal. 2012	5	10.5	0	0.0	\$47,250.00
Q4 Cal. 2012	0	0.0	22	22.6	\$0.00

\* Based on  
Cost/Fil Hr

\$4,500.00

Prepared:  
Friday, July 27, 2012

**Pages 1-6 are withheld in full under exemption B-5**